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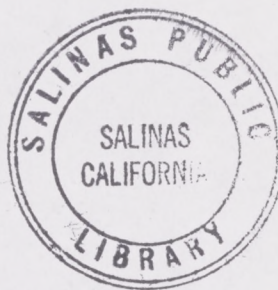
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SALINAS LOCAL HISTORY PACKET

Prepared by

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## HISTORY OF THE SALINAS VALLEY

Reproduced from: Special Rodeo Edition  
Salinas Californian  
Feature Editor: Dorothy H. Vera.

Gentle Zephyrs rippled the tall grasses. Here rose the tawny back of a great grizzly. . . there a dozen gentle antelope bounded across the plains. A sharp noise. . . probably a falling stone. . . chipped at the silence and of one accord a great cloud of wild ducks and geese took flight.

This was the Salinas Valley. . . in the beginning. Few men had seen its great expanse. No horse had trod its animal trails. No white man had gazed on the mountains that enclosed its great 100 mile length, for this was the day of the Indian. He was "king" though he lived unlike one.

Monterey county's aborigines were here first, to leave little evidence of their early habitation as a record. They existed oblivious to their miserable conditions until the coming of the white man.

Indians lived here, no doubt about it, when Juan Rodriguez Cabrillo sailed up the California coastline in December of 1542, and named the "Point of Pines" on Monterey bay, but it was more than 200 years before the white man and the aborigine met on these western shores.

On September 20, 1769, Indians were gathering pine nuts on the slopes of Santa Lucia peak on the county's southern coast when they saw a group of men approaching. It was Don Gaspar de Portola, arrived from Spain with a group of scouts, a bodyguard of soldiers, workers with tools, pack animals, and horses. . . the first mentioned in this region as far as is known.

The meeting was an amicable one. Indians exchanged their hoard of nuts for the bright beads offered in trade by the explorers, in a land near where 168 years before, General Vizcaino had renamed the Bay of Monterey. Soon Portola was to bring Fr. Junipero Serra from Carmelo to establish San Antonio de Padua, the third link in the establishment of his great California mission chain. Thus came about a new era in this Salinas Valley. It was the advent of the white man in the heretofore untamed world of the Indian.

Don Gaspar de Portola brought more to the Salinas Valley than the first white man and the first horses. He brought the Christian religion. . . introduced it through a man so determined and devout that he converted the Indians and, with their help, built the beautiful missions.

That man was Franciscan Father Junipero Serra. A mere two years after Portola swapped beads for food, Mission San Antonio de Padua was established in Los Robles Valley between Jolon and the sea. The Venerable Father hung his sweet-toned mission bells from the limb of a tree, prepared his service. . . and admonished all to "come, oh, come and receive the faith of Jesus Christ." P.13

Eventually they came, those Indians, first out of curiosity and awe, then to learn the ways of the white man and ultimately to help build his missions.

Before many years had passed there were five missions in the immediate area. . . San Antonio de Padua, and San Carlos Borromeo del Carmelo, both established in 1771; Nuestra Senora de la Soledad, 1791; and San Miguel and San Juan Bautista in 1797.

Of the five, one was excluded from the county. The formation of San



Salinas Californian, Sept. 25, 1968

Benito County on February 12, 1874, took with it San Juan Bautista. The remaining quartet was rich. . . together they possessed \$135,000 in worldly goods and money; 45,000 swine, 18,000 horses, 220,000 cattle and 24,000 sheep.

Secularization of the missions came about in 1833, a year that was to mark the gradual extinction of the mission Indian and the abandonment of the missions.

Their vast domains passed into private hands, adding those to the land barons' holdings of the state, the intrusion of great herds of cattle and sheep all grazing under private ownership. . . and the need for the invaluable cowboy and his pony to ride herd on the great Salinas plains.

What was the vaquero's top claim to fame? Barring the padres and the soldiers, these early-day cowboys were just about the largest single group of individuals in the land. Though they gained little prominence until the early 19th century, they were in the Salinas Valley even in the mission days.

Padres taught their neophytes to ride, to rope, to care for the horses and how to handle them. In the mission corrals they learned the art of handling the reata, to hobble, to throw, to saddle a horse, to build a branding fire, to mark a calf and cut it. The rest of their practice they gained on the range.

As other things grew well in California, so did the cattle and horses multiply at a rate that was most gratifying to the stockmen. By 1800, stock had graduated into a sizeable "thunder herd", creating an even greater need for these solitary saddle men. Theirs was a responsibility to animal and owner alike.

Secularization of the missions and their eventual decline saw the old-time vaquero. . . the family man, the small-plot owner. . . vanish. A new breed, the footloose bachelor with only a horse and bedroll to whom he must account, went where his whim directed. He was less apt to have his own spread, and wandered from rancho to rancho, always on hand when busy roundup time rolled 'round.

By mid-1800 cattle and sheep had more value than just their hides and tallow. Once these products were taken to the coast and sent out to the Yankee schooners and clipper ships, with sometimes as many as 50 vessels in Monterey bay.

California markets opened up for California beef, calling even more for the soundness and stability of the cowhand. It was he, as well as the farmer, who must work and slave to put foods in the mouths of thousands coming into California. The wagon trains were on their way. The West was growing up.

As the west opened its arms to the traveler, so did its trails and its byways. The covered wagon became a familiar sight. . . a lone one or a whole train, wending their way across the country loaded with worldly possessions, their occupants seeking a lifetime fortune in one fell swoop.

It was the Gold Rush that instigated this great trek west. Pack teams had preceded them, pack teams and wagons that charged the immigrants \$40 to \$50 per 100 pounds on a short trip into the mines.

By 1855 inland trade was common. The wagon train was here to stay, carrying as much as the lumbering prairie schooners. These were noted for their capacity. . . "almost as much as a freight car."



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No doubt Salinas Valley saw fewer of these schooners than the Northern counties of California. Most were worn and in shambles by the time they had crossed half the nation and the mountains into the great land of promise. . . the Golden West. More popular here was the Mexican caretta, the ox-drawn cart that provided transportation for the children, the aged and the freight. To ride in one was slow, uncomfortable, and most disagreeable to the ears. For that reason no caretta-owner would start on a journey without a tub of soap. . . to grease the protesting wheels and the complaining axles!

'Slow' is too mild a word for caretta travel. In 1854 it sometimes required six days to arrive in Monterey from San Jose. Those who tried to make it in half the time said 'Never Again,' and had all the bumps and bruises in the world to explain why.

Sometimes a horseback rider accomplished 150 miles in a single day. Gen. John C Fremont's record was 800 miles in 96 hours. . . round trip from San Diego to Monterey. This was hard riding for any man. . . so difficult that when the overland stagecoach routes became established in 1858 they were hailed as a boon to the West and its travel-wise settlers.

No more colorful era is recorded in the Salinas Valley than that of the stagecoach. It 'romanced the west' like no other mode of travel, and brought about the establishment of a series of stagecoach stops, to centralize population, and bring joy (and sorrow. . . robberies were numerous) to the pioneer.

Halfway through the 19th century a stageline was established between Los Angeles and San Francisco. . . 450 miles of swinging, swaying travel behind four to six sturdy horses commanded by the hands of a now-gentle, now-rough-and-tumble driver. . . in just four and one half days. First, Natividad in the Gabilan hills law on the direct route, then on to Gabilan, St. Joseph's colony, Deep Wells, Los Coches, San Antonio Jolon, Pleyto, San Miguel, Paso Robles and southward. Another line crossed the Salinas river at Hilltown and continued westward to the Monterey peninsula and on down the coast. Deacon Elias Howe's Halfway House first served these travelers' needs in 1856 at Salinas. These were fabulous days. Fabulous stories were told by stage drivers, their shotgun riders and their passengers, who were as apt as not to meet Vasquez, Murietta or some of their banditta counterparts.

None too soon for those who must use this travel was introduction of the steam cars as far south as Gilroy (in 1869). Three years later, on Sept. 30, Salinas welcomed its first passenger train. . . welcomed it with a 100-gun salute, for progress was here.

Salinas was fast becoming a city, and the crossroads in the plains no longer marked only Deacon Howe's little tavern. This was a city of people and homes and businesses, and a center for its farmers and stockmen.

The West was becoming of age. Cattlemen took pride in their herds. They compared notes and helped each other with roundups and brandings. . . then celebrated when day's work was done. . . they held a joyous Colmado del Rodeo!

Great, sweeping highways through the hills of Salinas Valley. . . cloverleafs that wriggle their way into the hearts of its cities and its towns. . . by-ways that meet at strategic points. . . all of them follow the dusty, dead trails of the pioneers of yesteryear.

The driver sees the same wooded hills, the same fleece-lined sky, the same warm sunsets, feels the same cooling zephyrs that his aboriginal predecessor saw



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From his Indian hut. Man today takes his family in rubber-tired comfort to visit the now-restored missions. Or. . .he unloads his horse from its special trailer, to ride the back country's hidden ravines as did the vaquero of old. He follows the Old Stagecoach road along the Gabilans, and rides on to Fremont's Peak. There, he turns his eyes to the west to marvel, as Gen. John C. Fremont marvelled when he stood on that self-same spot to plant the American flag in March, 1846.

He parks near an abandoned adobe ruin, an old barn, a fallen fence to picnic and to rest, while in fancy he hears faint echoes of the Spanish fiestas that once sent their lilting sounds through the countryside.

Sometimes he hears the silence as only the lone cowboy and his pony heard it. He passes through narrow vales and around great rocks where fierce bandits once awaited an apprehensive stage driver and his precious cargo. . . human and otherwise.

He visits the museums and the stagecoach stops (those few that still remain) the old places of worship, for it is only in these that he and his family can come close to the Salinas Valley as it was.

He touches on the spirit of the Old West whenever and wherever he can. Most of all, he sees it all revived in the great Big Week, the annual California Rodeo. This is Salinas. . .as it was in the beginning.



SALINAS: FROM HALFWAY HOUSE TO BUSTLING CITY

By DOROTHY VERA  
Ranch and Home Editor

Should urban renewal come to pass in downtown Salinas --and in this changing world there is no reason to believe it will not -- then the city's oldest structure is marked for doom. Urban renewal will of necessity require the removal of Cominos Hotel in the 100 block on Main Street. At the same time it will in all probability take the two-story wooden annex in the rear.

This is the oldest landmark in the City of Salinas. It was built about 1856 by a traveling opportunist who arrived here that year. He viewed the low-spreading plains, figured the north-south travel between San Francisco and Los Angeles. He viewed with dollar signs in his eyes the east-west trail from Monterey to Natividad along the Gabilan foothills, and marked the spot. . . 'X'. . . so.

The story goes that Deacon Elias Howe dumped his shifting load of lumber on that X, rather than re-load and go all the way to Natividad or Monterey. At any rate, it makes a nice bit of lore for those studying the origin of Salinas. True or not, he selected the epicenter of a county that was to become the Valley of Green Gold -- one of the state's most productive.

He was greeted by great swarms of game birds, predatory animals, antelope in droves, and he learned to be wary of the bears that were so numerous on the Salinas plains.

Howe found this intersection most advantageous. It also led to Watsonville, then a blossoming little city, and to San Juan Bautista, still within a Monterey County that in a few years was to be divided to create San Benito County, too.

Howe bought a piece of land from Jacob P. Lease, a Monterey-San Francisco merchant of great wealth. He built his tavern (needless to say it was the center of all community activity) and a small country store, then found himself appointed to the position of postmaster.



Lease, who never built on his properties here, nevertheless made his mark in Monterey County, so to speak. His son, Jacob R. Lease, was born in Monterey in 1839. He became undersheriff of this county from 1870 to 1874, during the period the county seat was moved from Monterey to Salinas. In 1875 he was named the county's first recorder and later was appointed by President James A. Garfield as postmaster for the city of Salinas.

Finally Howe even succeeded in moving stagecoach activities from Natividad to Salinas. Taking the name "Halfway House," borrowed from a small adobe about three miles north of Salinas, he was ready for business.

It was a going proposition, but Howe sold out nine years later to Albert Trescony, the Monterey tinsmith, for \$800. Trescony soon tired of this, and went on to even greater ventures in Southern Salinas Valley. His grandson, Julius Trescony, today lives on the San Lucas Rancho, its handsome adobe residence and barn in excellent state of repair.

#### CITY SQUARE

Two years later Halfway House passed into the hands of A. Riker, a merchant, at a low figure. Riker and his partner, William Jackson, were of the opinion this was the site for a prosperous city. They did something about it, contacting Eugene Sherwood, who lived in an adobe once occupied by General Castro on Natividad Road near the present General Hospital.

Sherwood, a prosperous Englishman, had his lands separated from the Riker and Jackson properties only by a fence. This they removed, and laid off the site of a future city half a mile square. Its central point was Main and Gabilan Streets.

Sherwood, who owned the larger part of the land grant, was generous almost to a fault in his donations to public enterprises. He deeded great sections for use as schools, churches and public thoroughfares, including the present Sherwood Park and California Rodeo grounds.

Bancroft Library gives A. Riker, and Smith & McFadden credit for being the



city's first real merchants as early as 1864. Then came Samuel Conklin, for many years senior member of the firm of Conklin and Samuels.

Vanderhurst and Sanborn was the third firm. Vanderhurst came over from Watsonville in 1866 and erected a two-story brick building at the corner of Main and Gabilan Streets. The 1906 earthquake leveled it.

That same year Michael Hughes, granddaddy of all the Hughes clan here, moved his harness shop from Monterey to Salinas, and J. V. Lacey, ancestor of more local residents, moved from the seaport town to establish a blacksmith and wheelwright shop on Sausal Street (now the first block of East Market Street.).

Other arrivals in 1868 were J. B. Iverson and his brother, J. B. Scott, and J. H. McDougall. The Iversons (recognize this name, too?) found it a bonanza-land for their trade. They opened an agricultural implement and blacksmith shop on Gabilan Street. Scott was a postal clerk for McDougall the banker, who also was postmaster.

A year later Henry Johnson opened a barber shop. J. H. Menke, another 1869 arrival, saved to purchase a half interest in the Lutz Brewery. His home still stands on North Main Street. . . now the rescue mission. The old brick brewery he constructed next door since had gone the way of most of Salinas' landmarks.

And names still numerous in the Salinas telephone book continue to pop up in the city's beginnings. James Jeffery, father of Bill Jeffery, opened the first restaurant. He, in 1885, built a three-story hotel at the northeast corner of Main and Gabilan. Even newcomers remember its demise less than three years ago.

The first brick hotel in Salinas was the Abbott House, now the Cominos, immediately in front of the old Halfway House. This was 1873, the same year Michael Tynan owned his Diamond Hotel, on the site of Bataan Park near the underpass, the Salinas Hotel and The Commercial.



So much activity naturally attracted men with a knowledge of the law, among them Samuel F. Geil and Judge J. K. Alexander. Geil lived in the old capital town of Monterey, but came to Salinas in 1873, as did Judge Alexander, who left a promising practice in Sacramento.

Monterey, 20 miles distant through a treacherous and torturous roadway, then was county seat. Salinas and way-points residents claimed it was an "injustice" to compel them to cross the Santa Lucia mountains to transact their legal business and attend the county court. Even more objections were heard from those in the north-eastern part of the county who had to travel via Gilroy rather than cross the Gabilan Mountains.

Meeting at the Halfway House, leading citizens decided to make a try for moving the county seat to Salinas. They had the firm support of Hollister, who in return asked only that Salinas back them up for a division of Monterey County, making Hollister the county seat.

Vanderhurst, Judge Alexander, S. M. Shearer, ex-county superintendent of schools, and Carr S. Abbott, president of the Monterey-Salinas Railroad, were leaders in the movement. It was a long struggle, and supporters of the new San Benito County finally tipped the scales. On Sept. 17, 1872, supervisors declared Salinas an incorporated city. The population was 700, the voters. . . 150. They also ordered an election the next Nov. 6 with reference to moving the county seat. When they counted votes on Christmas day, supervisors declared that from that day on Salinas official county seat.

By necessity this entailed establishment of a courthouse. On Feb. 8, 1873, at a cost of \$7,500, supervisors ordered the purchase of a two-story wooden building on Main Street. It was owned by Henry Myers and stood about at the site of Brown's Department Store in the 300 block. Just a rattletrap, fire destroyed it, and many of the records, on Jan 7, 1877. The fire was believed to have had an incendiary origin.



Next the county leased the old Pacific Hall at the corner of Main and Alisal Street where business was transacted for two years until another could be built.

There was considerable wrangling about the permanent site, but Jesse D. Carr's gift of property (where the current courthouse now stands) for the sum of \$1 cinched the deal. Bids for the building were called early the following year. The two-story brick courthouse and its landmark cupola were accepted on March 13, 1879, the total cost being about \$80,000. Just five years older was the jail in the 300 block on Salinas Street, which was replaced in 1904 by a handsome red and grey granite structure adjacent to the courthouse. Its cost was \$25,000.

#### FIRST CITY HALL

It was 1908 before the city proper had any sort of handsome structure for its business offices. City offices were in rented buildings and council members met upstairs above the engine house of the old fire department on Gavilan at the terminus of Salinas Street.

Probably the 1906 earthquake performed one good service. It totally destroyed these upstairs meeting rooms, so at a cost of \$20,000 a red brick city hall was constructed on the parking lot now just north of Salinas Woman's Clubhouse. It was designed somewhat after Independence Hall in Philadelphia. When the new city hall just opposite was completed recently, this old landmark, too, was razed. Petitioners as far south as the Monterey County line signed their names to preserve the structure, if not. . . as many wanted. . . as a museum, at least as a part of old Salinas. They lost their fight to "progress". The building had served well since its dedication Dec. 5, 1908.

Salinas' first city election was held Oct. 5, 1872. The town was incorporated by a special act of the legislature March 4, 1874, when the following officers were elected: I. J. Harvey, mayor; William Vanderhurst, J. B. Iverson, Dr. Tuttle, Burbeck Hughes and William Wilcoxon, councilmen.



During their first term in office they performed a creditable and lasting piece of work. They macadamized Main Street its "full length" at a cost of \$30,000 !.

The city charter of 1874 later was repealed and the city re-incorporated in 1876. For a second time it was repealed, and re-incorporated under the freeholder charter of 1903.

Salinas has had fire protection since 1873, when the citizens assembled in Pacific Hall to form the Excelsior Hose Company. . . 65 members in all. Iverson became fire chief and George Wood, foreman. Soon after the Alert Hook and Ladder Company came into being.

By 1875 the city was ready for some fire equipment other than that provided by manpower. Salinas Engine Company was organized March 2, 1875, with 39 members. The city purchased a fire engine at a cost of \$1,260, housing it in a brick structure for which they paid \$3,149.

A tower and fire bell surmounted the building. This was fire fighting at its best. As a test "firemen threw water 14 feet above the Abbott House, the highest building in the city." Seven years later, they found it convenient to dispose of the old hand engine and organized a hose company. Early in 1894 the three companies purchased a third-class La France Steam engine and hose wagon, together with three horses and employed two drivers and an engineer.

One of three early cavalry companies in the state of California was Troop C organized in Salinas on Aug. 5, 1895. Its armory, still standing on the northeast corner of Salinas and west Alisal streets, was headquarters.

Oldest fraternal organization in the county (then Monterey but now San Benito) is Texas Lodge No. 46, F & A Masons in San Juan Bautista. The local Masonic Order No. 204 was instituted soon after Salinas was incorporated. Among others, an integral part of early day Salinas, were the Odd Fellows, who provided the cemetery (now Garden of Memories), Foresters, Redmen, Druids, Knights of Pythias, Woodmen of the World, United Workmen, Grand Army of the Republic, Elks, Eagles,



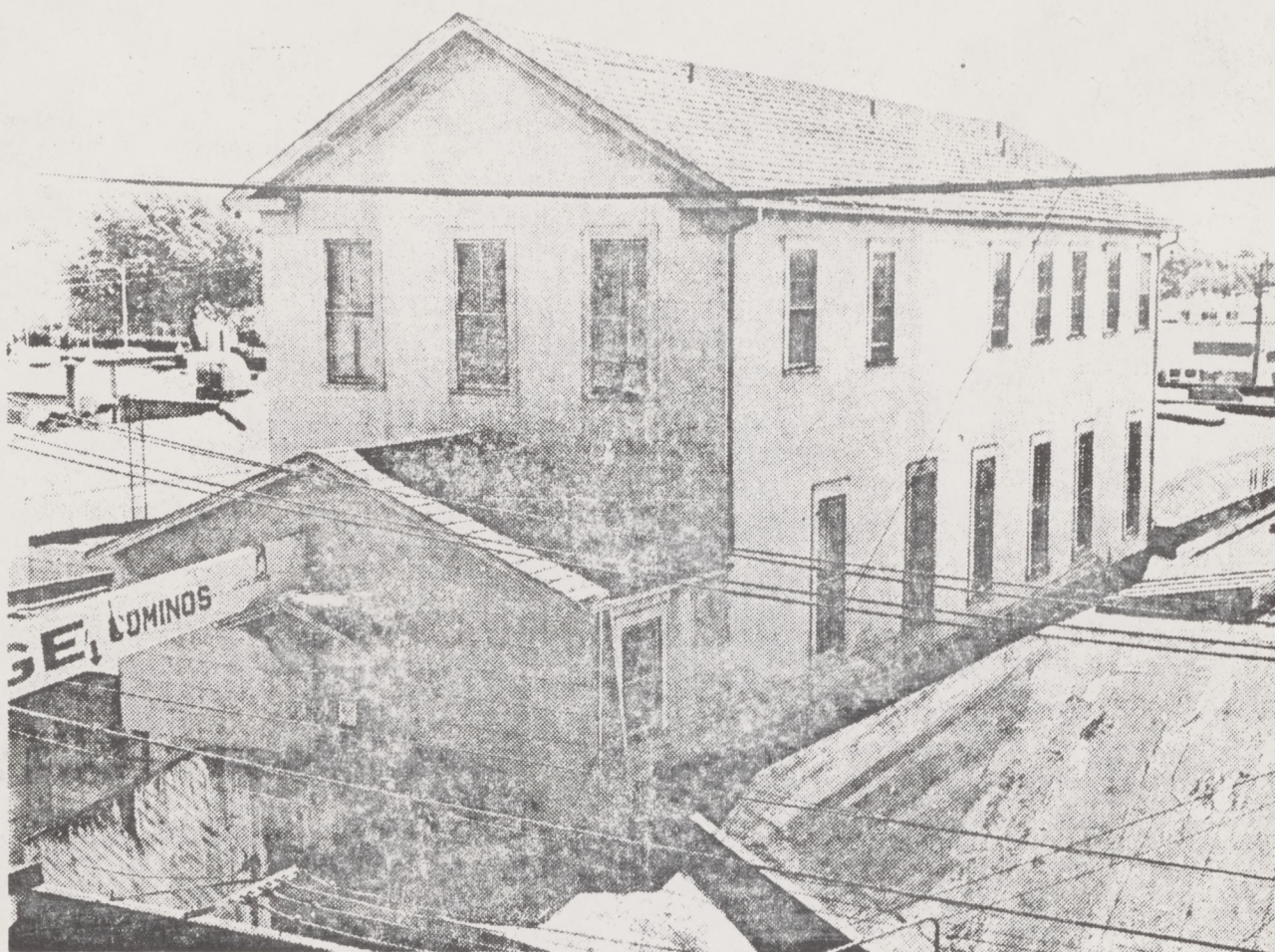
Native Sons and Native Daughters, Good Templars, Women's Christian Temperance Union, Women's Civic Club, and the various unions.

Interestingly the 100F Hall, still standing on Main street became a focal point for the city. Atop the building was the town clock purchased through public subscription and kept in repair by funds budgeted annually by the city council. Though removed when the building was remodeled, the clock still is in the safekeeping of the city, perhaps to be used on a projected museum. To take Salinas' progress through the years step by step is to write a book. Perhaps one of the most "effective" turning points, if so it can be called, was the great earthquake of April 18, 1906. After this, many of the city's new buildings came into being, or damaged structures were remodeled.

Not to be discounted, however, was the arrival of Southern Pacific rails, extended from Gilroy to Soledad and passing through Salinas about 1874. This was the beginning of an era. . . The export of the great quantities of grains produced in the Salinas Valley which heretofore found their way into world markets via ships that touched at Moss Landing.

Seers of business predict a city of 70,000 by the beginning of the next decade. . . 100 for each person who lived in Salinas in 1872. And as for that 'half square mile' as a nucleus for the City of Salinas. . . where is its boundary today!





**ORIGIN FADING** — Re-modeled, re-shingled, and generally changed from its original state, this building represents the Halfway House in Salinas built in 1856 by Deacon Elias Howe. It is at the rear of Cominos Hotel today a forlorn picture of a passing era.



SALINAS MARKS ITS 75th BIRTHDAY THIS YEAR:  
INCORPORATED ON SEPTEMBER 17, 1872

According to the Watsonville Pajaronian of March 28, 1868, Salinas City had "one street, one store, one blacksmith shop, one stable, two dwelling houses, one hotel and one town drunk" and "fifteen souls" was considered a "large estimate of the population." Nevertheless, four years later Salinas City was incorporated. And what was more, the petition for incorporation was signed by 112 persons, with a claim of about 700 inhabitants in the proposed city.

Following is the account of the incorporation petition as found in the "Minutes of the Board of Supervisors, Monterey County," for September 17, 1872:

"The Honorable Board of Supervisors in and for the County of Monterey, State of California:

\* \* \* \* \*

The Undersigned, qualified electors under the Constitution and laws of this State, and Inhabitants of Salinas City who have resided in the town of Salinas City for more than thirty days next immediately preceding the signing of this petition do most respectfully present unto your Honorable Board, this their petition asking that your Honorable Board, by virtue of the powers conferred upon your Honorable Board by virtue of the State of California entitled An Act to Provide for the Incorporation of Towns approved April 19, 1856, will grant unto the Inhabitants of the Town of Salinas City an Act of Incorporation, making them a body politic and corporate by the name and style of "The Inhabitants of the Town of Salinas City for their local government and a police and for the preservation and regulation of any commons appertaining to said town and that the inhabitants of said Town of Salinas may have, exercise and enjoy all the rights, privileges and powers authorized to be conferred by Your Honorable Board under and by virtue of the above entitled Act of the Legislature of this State; and your Petitions further show unto your Honorable Board that the town of Salinas City contains over two hundred inhabitants, to-wit: about seven hundred inhabitants, one hundred and fifty of whom are qualified electors under the Constitution and laws of this State; that said Salinas City is situated in Monterey County, State of California; and is bounded by the following metes and bounds: viz:--Commencing at a point in the northern boundary of this survey, the said point being 4,572.48 feet northerly with the course of Main street from the central point of the intersection of Main and Bailan streets in Salinas, thence running westerly 4,572.48 feet, a corner, thence running southerly 9,144.96 feet, a corner, thence running easterly 9,144.96 feet, a corner, thence running westerly 4,572.48 feet, to the place of commencement, so that the boundary lines running north and south shall be parallel with Main street, and the boundary lines running east and west shall be at right angles with Main street, a plot and map of which said proposed town is hereto attached, marked "Exhibit A," and made a part of this petition; and that the metes and bounds of said Town of Salinas City do not include more than three square miles of area."

\* \* \* \* \*

Now on reading, filing and considering the foregoing petition, and it appearing to the Board by due and proper proofs that said Town of Salinas City is situated in Monterey County, State of California, that it contains more than two hundred inhabitants within the limits of the proposed Corporation, that a majority of the qualified electors of said Town have signed the petition herewith presented, that the metes and bounds of said town are named in said petition, that the area of said town does not exceed three square miles, that the inhabitants of said Town of Salinas City are desirous of being incorporated and having a Police established for the local government under and by virtue of the Act of the Legislature the State of California entitled: "An Act to Provide for the Incorporation of Towns," approved April 19, 1856. Now it appearing to the Board to be just and proper, it is hereby determined and:



ORDERED: That the said Town of Salinas City, in the County of Monterey, State of California, be, and the same is hereby incorporated, and the Inhabitants of said Town of Salinas City are hereby declared a body politic and corporate by the name and style of "The Inhabitants of the Town of Salinas City," and by that name they and their successors shall be known in law, have perpetual succession, sue and be sued in all courts, grant, purchase and hold property, real and personal, within such town and no other (burial grounds and cemeteries excepted), and may sell and dispose of the same for the benefit of the town, and may have a common seal and alter it at pleasure. Together with all rights, powers, and duties and privileges as provided by said Act of Legislature of the State of California, entitled "Act to Provide for the Incorporation of Town, approved April 19, 1856."

It is further ordered that an election be held in said Town of Salinas City on Saturday, the Fifth of October 1872, at which shall be elected by the qualified electors of said town: A BOARD OF TRUSTEES, consisting of five members, and ASSESSOR, and a MARSHAL, who shall qualify, and thereafter discharge the duties of said office, each as provided in said Act.

PETITION for incorporation of the Town of Salinas City, filed September 17, 1872, was signed by the following 112 qualified electors:

B. T. Nixon, William Vanderhurst, J. B. Iverson, P. Iverson, B. S. Wilcoxon,  
R. L. Poerter, George D. A. Dyer, R. E. Dyer, C. P. Nance, Jas. McDougall,  
J. Green Cook, Z. Thompson, I. J. Harvey, A. B. Harvey, H. Clark, S. Locum,  
S. W. Conklin, H. Samuels, W. W. Lee, L. E. Chevalier, W. J. Connor,  
G. W. Condon, W. A. Henderson, George Warner, M. Tynan, W. Burbeck,  
J. V. Lacey.

A. J. Cloud, J. C. Holloway, Wm. Brownell, A. W. Billings, N. G. Wyatt,  
F. M. Jolly, A. Riker, George R. Wood, B. F. Butler, Joseph March, Edward Mills,  
H. Friedlander, E. K. Abbott, H. Seighold, H. P. Tuttle, W. F. Trent, W.P. Winham,  
D. K. McDougall, James Hickey, W. F. Ramsey, Richard Smith, John Thoroughman,  
John E. White, D. M. Smith, Elias Howe, M. Farley, Bedford Haley,  
J. B. Hunter, James Martin, Richard Quinlan.

J. M. Hand, Fred Sherwood, F. C. Roach, D. E. Williams, N. E. Angus,  
A. E. Richardson, J. H. Walker, W. W. Ross, B. F. Stevens, S. C. Way,  
Dennis Leval, J. T. Johnson, Samuel Hamilton, Hardy Thompson, Juan Espinosa,  
M. L. Houk, A. Frame, J. R. Cook, Charles R. Beard, A. Ames,  
J. B. Farrington, Wm. Bessy, W. W. Joice, S. Childers, James Davis,  
W. T. Tucker, Spencer Childers, Jr.

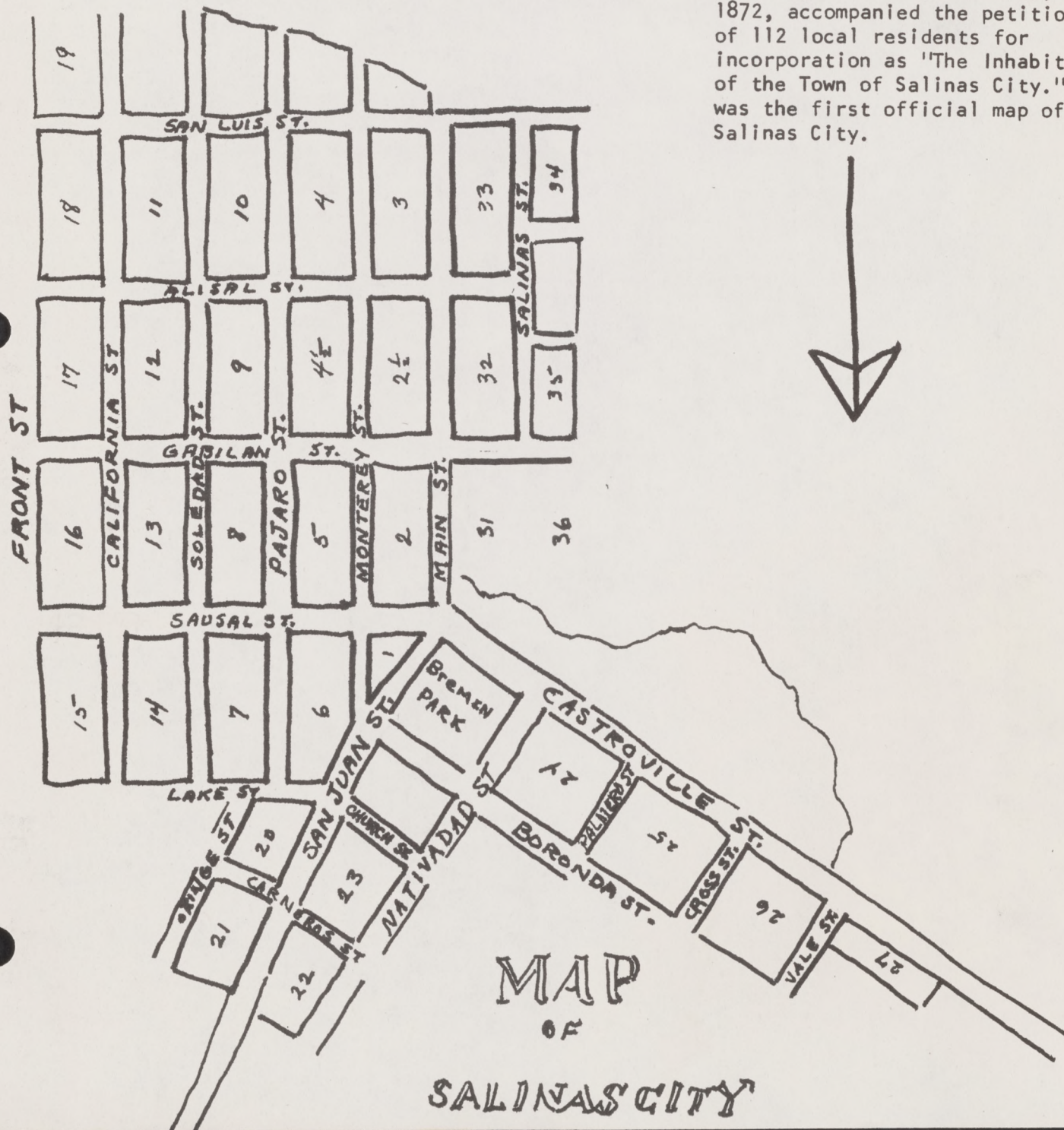
T. W. Malson, J. A. Seusser, W. B. Tillman, H. Westlake, W. L. Carpenter,  
J. A. McCanless, John A. Tolman, Joseph A. Richardson, W. G. Martin, M. Kelly,  
C. Hoffman, W. A. Richardson, Henry Myers, W. P. Mauldin, David Jones,  
A. Huntley, W. J. Spence, H. Angwee, S. M. Sherwood, M. Byerly, N. Gooch.





FIRST OFFICIAL  
MAP OF SALINAS  
CITY.

"Exhibit A," showing the 'metes and bounds' of the Town of Salinas City as of September 17, 1872, accompanied the petition of 112 local residents for incorporation as 'The Inhabitants of the Town of Salinas City.' This was the first official map of Salinas City.





Salinas Californian, April 15, 1961

TO OLDTIMERS, LAST WEEK'S QUAKE WAS A BABY;  
IT WAS THE BIG ONE IN 1906 THAT JARRED SALINAS

by DOROTHY H. VERA

To the uninitiated, those jangling earthquakes of just a week ago might have been a bit frightening. Not so to old-timers in Salinas. To them, nothing compares with the "Big One" of April 18, 1906.

Let's hope it never does!

The temblors of 55 years ago have gone down in history. San Francisco was a twisted, burned shambles when it was all over. Salinas came in for its share of damage.

Local merchants rushed to their places of business after the first shake at 5:14 a.m., to find most every store in the city damaged to some extent. Several were razed. Half the homes in the city lost their chimneys and firemen canvassed, street by street, to caution against making fires.

It wasn't until after noon that Salinas residents learned not one building in Hollister was left standing. Moss Landing was practically obliterated. The long wharf that extended into the bay and the Pacific Steamship's big warehouse were reduced to kindling.

**RIVER RAMPAGE.** Salinas escaped some of the ravages that befell Riverside, less than two miles away and next to the river. The earth sank for several feet and wide fissures appeared. Spreckels Sugar factory's steel structure was out of line. . . machinery in the main building assumed fanciful shapes. Homes, hotels, the school in Spreckels. . . all were damaged. The river bridge was closed because piling was 10 feet out of line, approaches were awry, and timbers snapped like toothpicks.

One wide fissure opened from the Blanco district almost to the mouth of the river. Roads in the Buena Vista were impassable; fields were flooded and there was no way to town except by horseback.

**OMINOUS SKY.** Though no news came into . . . or left. . . Salinas, residents were apprehensive. By late afternoon the sky had taken on an eerie copper color. Fires raging in San Francisco and San Jose were tinting the west blood red.

The evening paper, the Salinas Index, published despite the difficulties, recorded a wealth of data on happenings locally:

"The great store of Ford and Sanborn company on the westerly side of Main street at the Corner of Gabilan was completely ruined. . . collapsed like a crushed egg at a loss of about \$75,000.

"The Gas and Electric company's plant was put out of commission," which perhaps was the best thing that could have happened. This averted more damage through fire.

Every store and shop suffered broken glass and merchandise damage, as well as falling plaster.

One reporter wrote: "The Masonic Temple appears to be in ruins. The City Hall is almost a total wreck, with walls bowed. Elks hall building suffered much.



"Masengill's stable was pulled apart and rendered unsafe. Mrs. Conklin's buildings will have to be rebuilt; the Tivoli house and saloon is a complete wreck. Marble slabs were shaken out of the First National bank; the Pythian Castle was shaken severely, and much of it must be rebuilt. That building under construction by Robert Fairley was shaken clear down.

"The IOOF Hall, Holzberger's barber shop and the Valhalla hall, all were damaged extensively."

Salinas hotel (still standing on Market Street), the Abbott House, (now Cominos hotel), the Bardin house (where the Ordway motel now stands) and the Jeffery hotel (in its present site) all received varying degrees of damage, but business continued as usual.

Broken windows, falling plaster, smashed merchandise and displays were noted in Miss Wallace's department store (sister of "Pete" Wallace); the Chamber of Commerce, Mason's bazaar, Krough's drug store, Yellowstone grill, Reynaud's bakery, Bergess and Garrissere (Victory Grill on Central and Main); George White's; J. H. McDougall building, Salinas Livery stable, Reavis and Company, Lyon's Drug store, Muller's Undertaking parlors, (then in the 300 block on Main), Anderson and Daughtery, Porter and Irvine's (just south of the present Bank of America); the Fair, Tynan's, Hoffman cafe and H. P. Browne's.

The Monterey county courthouse stood the strain better than any other brick building in Salinas. A large opening yawned at the rear of the Armory (northwest corner of Alisal and Salinas streets) and there was considerable damage inside the buildings where Troop C headquartered.

EVERYBODY'S BUSY. Wives and children, afraid to stay home, roamed the streets as heads of the house went back to work to clean up the mess. It took days, sometimes weeks, to straighten out smashed goods and to pile brick and rubble so that stores could be rebuilt.

No wonder residents were apprehensive. The ground continued its quavers for days. As long as two days after the 'quake there was no telegraphic nor telephonic communication with San Francisco and it was practically impossible to obtain any first-hand accounts of the situation there.

When they did have word, it also brought a request for help. Troop C immediately dispatched a contingent of men under Capt. C. J. Fulle to help dig out the metropolis. Eight days later, a second group went to the bay city from Salinas. All were headquartered between 23rd and 24th streets on Valencia, and letters home were reassuring... "death list reports are exaggerated," they said.

Luckily, Salinas suffered no casualties.





**GONE!\***!—The “Big Shake” brought sight-seers to downtown Salinas streets for days. The brick building shown above was reduced to this when the early-morning earthquake struck. It stood on the present site of the Bank of

America at Main and Gabilan streets. Apparently not affected was the wooden building just to the south, though all merchants of the city suffered damage from broken windows and scrambled wares.



## CALIFORNIA RODEO ORIGINATED AS RACE MEET "SIDE SHOW"

WESTERN PAGEANT GROWS TO IMPORTANCE DURING 25 YEARS SINCE STARTING  
Spectacle Gains Many Attractions In Period Of Development;  
Now One Of Greatest in United States

by JACK O'MEARA

Bigger and better every year--that's the history of the California Rodeo.

The term is threadbare and worn to shreds from constant use and misuse, but it applies appropriately and accurately as a brief comment on the Big Week show which was begun as a minor attraction and grew to engulf the horse races it was originated merely to support.

Almost without a name, other than a 'wild west show,' the rodeo had its inception on August 1, 1911.

Seeking an added attraction for the program of horse races held here annually at Sherwood's park by the Pacific Coast Trotting Horse Breeders association, a group of Salinas and southern Monterey county leaders conceived the idea of staging the western show in the infield of the race track to keep the cash customers from becoming bored with waits between races.

It began without ballyhoo and sold itself on the second or third day of its appearance to bring the attendance up to 4,000 persons daily.

FOUNDERS OF THE RODEO. Among the originators of the rodeo were Frank J. Griffin, C. Z. Hebert, Ed Bordlieu, E. J. Redmond, Julius Trescony, E. J. Breen, T. M. Harris, Charles Bardin, S. M. Mathews, Arthur Hebbbron, and John Bryan.

These men had to 'double' in brass that year. Besides attending the multiple duties of staging the rodeo, they had to divest themselves of their executive duties and leap into the arena to perform as well. That was before the day of the professional rodeo performer--those nomadic dare-devils who troupe from one arena to another from Calgary to Cheyenne, Pendleton and Salinas as well as countless other shows of various magnitude.

There was one trouper, though 'Happy Jack' Hawn, but the majority of contestants came from the ranches of Monterey, San Benito, San Luis Obispo, Santa Cruz and Santa Clara counties.

Besides Trescony and the other 'fathers' of the first rodeo, some of the 'charter' performers were Wildman Ansina, Butch Beevers, Charles Perry, Bill Brisco, Walter Stanley, G. E. Lyons and Juan Oliveras.

BOYS STOP SHOW. Donald and Harold Lynch, 13 and 11 years old, literally 'stopped the show' with their superb exhibitions of roping and steer riding that year. They snared and brought down a bull in 45 seconds, which is impressive enough in itself, but more so because for the first three days of the 1911 rodeo, none of the performers were able to rope a bull.

Side shows gave Salinas a gala appearance and many had their first glimpse of an airplane when Fred Wiseman brought his 'wonderful biplane' here to make exhibition flights. There was H. D. Renton, the balloonist, who daily ascended to 6,000 feet before making his death-defying leap in a parachute.

Realizing that they had a worthwhile show, the promoters planned more carefully the next year and sent out booster parties to other gaities in 1919 as the return of the doughboys from overseas was celebrated and uniforms mingled with costumes of range on the streets of Salinas. The army merged with the wild west and tanks, soldiers and sailors marched in the parades. A squadron of army planes came down for the duration of Big Week.

Possibilities of colorful background brought crews from motion picture studios in 1920 to shoot action scenes of the show.

Senator James D. Phelan visited the arena as a guest of Rolph and was promptly challenged by 'Sunny Jim' to a bucking horse contest, but the senator declined. Rolph then promptly



challenged J. R. Hebbron to a race, but somehow they never got around to it.

Newly introduced prohibition took an unmerciful ribbing from practically every float and entry in the Colmo del Rodeo of 1921. It was caricatured, blasted, and made the butt of comic jibes, but the absence of bars did not dampen the hilarity of Big Week.

Viola Dana, star of the silent screen days of more than a decade ago, had the distinction of being the first Hollywood celebrity to watch the rodeo. She came up from the studio in 1922. Crowds were growing yearly and the showmanship was reaching new heights. A pageant was added to the program in 1923 but was dropped after that. The show skipped again for the second and last time in 1924 due to a hoof and mouth disease epidemic.

**GRANDSTAND ENLARGED** It had a new setting in 1925 with a \$40,000 grandstand being erected to seat 10,000 and in 1926 came the forerunner of the "sweetheart" contest, which eventually evolved into its present form. This queen contest was sponsored by local service clubs and was won by Miss Bernice Donahue, the Rotary club's candidate.

The 1927 rodeo lacked something which had been a part of it from the very first. As the horsetowns to herald the wonders of the rodeo. The ballyhoo paid dividends and many special trains brought great throngs to the city.

**JIMMY ROLPH'S FIRST** Many celebrities were to make their appearance in later years in hordes but it remained for "Sunny Jim" Rolph, then mayor of San Francisco, to be the first. He came on August fifth, 1912 to the second rodeo and was back again every year but a few until his death in May, 1934. He was invited by F. A. Abbott.

The rodeo lost its status as purely a man's show when Mrs. Hawn, Mrs. Santos Bernal and Mrs. B. Badasci took part in the track events of the 1912 program.

Further business-like advances were reached in 1913 when the show was incorporated at the California Rodeo and the originators became directors of the affair. The program was fixed at 19 events, and the Colmo del Rodeo, then known as the Colmado Del Rodeo was originated. It has carried on ever since on Saturday night of Big Week, growing as the rodeo grew. Daily horse parades were held on Main street before the show as they are nowadays. At their head rode J. R. Hebbron, who was destined to outwit Father Time for 13 more years to lead these parades.

Back again came Mayor Rolph and there were other distinguished visitors, including Secretary of War Lindley Garrison, Major General Leonard Wood and Barney Oldfield.

Jesse Stahl, the happy-go-lucky negro who was rated as the best in the business, came to the Salinas rodeo for the first time in 1913 and he came back every year even after he retired with a beau geste ride through the arena. Jesse died last year.

By 1914 the horse races, which had been the big show before, were eclipsed in popularity by the rodeo. Publicity was expanded and the crowds grew larger at the rodeo in the late July days of 1914 before the guns roared in Europe at the outbreak of the World War.

The rodeo, although rapidly being organized and conducted in a business-like fashion was still held on an informal scale. Its fame was spreading, and cowboys were coming longer distances to perform.

**SKIPPED IN 1915.** In deference to the Panama Pacific Exposition at San Francisco no rodeo was held in 1915. But the lapse of a year had no detrimental effect and it came back bigger and better than ever in 1916. Not even the entry of the United States into the World War in 1917 halted it. The show took on a military aspect to a degree but essentially at its heart, it was still purely western. William Jeffery, who was chairman that year made a patriotic pageant of the Colmo del Rodeo.

The show reached a new high. As men lined up for the initial parade there was no J. R. Hebbron to head the cavalcade down Main street. Shortly after his 98th birthday he had died on October 18, 1926.

Abe Lefton quit clowning on the track and in the arena in 1928 and took up the comic stuff before the microphone of the newly installed public address system. Mayor Jimmy Walker of New York was No. 1 celebrity that year coming down with Mayor Rolph, and lived up to his tradition of always being late by arriving in the middle of the show. The performance stopped while he was given a stirring ovation. He acknowledged this by commenting that he "always wanted to see the bull thrown in the open," but that he knew all about the indoor variety.

The "sweetheart" contest partly supplanted the queen in 1929. Miss Adele Hughes was chosen queen and ruled over the Colmo del Rodeo, while Miss Lillian Kirschner of



Salinas Californian, July 1936

Santa Clara county was the first "sweetheart" and held sway over the remainder of Big Week. Jesse Stahl, who was a luminary in the rough sport of the arena for more than a decade retired in 1929 and as his final bow, he rode backwards on a bucking bronco through the arena and held his seat.

The Kiddie Kapers came into being in 1930 as a prelude to the Colmo del Rodeo, and Miss Margaret McCulley of Watsonville was chosen the "sweetheart." Besides the ever-present Rolph, Will Rogers, the late movie star, made his first appearance here. He refused a seat of honor in one of the boxes and sat on the fence near the chutes to chat with the cowboys. He wouldn't even be announced over the 'mike' by Abe Lefton. Sir Charles Kingsford-Smith, fresh from his California-to-Australia flight in the Southern Cross, likewise visited the rodeo.

In 1931, the Kiddie Kapers were shifted from Saturday and given Wednesday night as their own, because it had grown from 200 to 1100 children. Miss Dorothy Barbree of King Cith was the "sweetheart" and this time Rolph brought Governor Fred Balzar of Nevada as his guest.

Will Rogers liked the rodeo so well that he came back again. The Jo Mora trophy was first presented that year and went to Johnnie Schneider who was proclaimed champion.

The show of 1932 saw the hardest fight for the championship and the Mora trophy with Clay Carr, Johnny Schneider, Ray Bartram and Frankie Schneider in a four-way battle on the final day. But it was a "dark horse", Jim Gardner who slipped in and won. Miss Jane Emerald McHale of Placerville was the "sweetheart" and was the first winner to receive a steamship tour to the Atlantic coast. This rodeo was the first one missed by Governor Rolph. The Kiddie Kapers grew by leaps and bounds and had to be divided into six divisions.

Will Rogers roared into Salinas for his third straight show by airplane in 1933, at which Miss Ardeth Schneider of Long Beach was proclaimed "sweetheart". Clay Carr won the cowboy championship.

**BIGGER AND BETTER** Still climbing to bigger and better things, the rodeo in 1934 set new attendance records, and Clay Carr was proclaimed the champion of the show while Miss Dorothy Jackson of Monrovia was the winner of the "sweetheart" contest and received a steamship trip to New York as her reward. Because of the fear of infantile paralysis, the Kiddie Kapers was not held.

To all of the best old things were added some new features in 1935. Through government aid, the grandstand seating capacity was enlarged, stables built, and the arena changed to improve the view for the fans. The "sweetheart" contest was discarded in favor of the long-titled "finest outdoor high school girl" contest, which was endorsed by Vierling Kersey, state director of education, and high school girls were selected by county elimination contests and sent to Salinas for the finals. Miss Ruth Appleby was chosen hostess for the visiting girls.

Miss Barbara Rowland, daughter of the mayor of Santa Ana won the "finest outdoor girl" contest and went on a trip to Hawaii instead of the east coast. Once again Clay Carr won the championship. A new high in attendance was set for 1935 with 15,000 attending the final show, 2,500 more than the largest previous throng.



Salinas Daily Journal, May 9, 1925

THE BATTLE OF SALINAS NEAR NATIVIDAD, ON THE SALINAS PLAINS,  
NOVEMBER 19, 1846

As the different political parties have put on their war paint and commenced the battle to be decided in September next, I thought I would send you a sketch of another fight on the Salinas plains nearly thirty-three years ago, and as it is a scrap of county as well as state history, although fought before California was a state or had a county, it may be of some interest to your readers.

On my arrival in Monterey from San Ysidro, October 26, 1846, Colonel Fremont was not there. The place was garrisoned by a small body of United States sailors and marines and a company of mounted volunteers, raised in the country under Lieutenant Madox of the United States marine corps, Colonel Fremont had embarked his men on board one of the Boston hide droghers (the Sterling, I think) at Yerba Buena, to transport them to southern California by water. The vessel had got some distance down the coast, when a southeaster coming on, she was obliged to put into Monterey harbor, where the men were disembarked.

The plan of the campaign was altered and Fremont determined to march down south by land (this was a few days after my arrival); but before doing this, he had to mount his men, procure provisions and means of transport, and wait for reinforcements of men and a larger supply of horses he expected from the country under the command of Captains Burroughs and Thompson.

The day before the fight on the Salinas plains, Thomas O. Larkin, United States consul for California, and William Matthers ("Old Bill") arrived on horseback at the ranch of Don Joaquin Gomes, since the Vergeles. Larkin was a poor rider and did not want to go any further that night.

Bill Matthews did his best to persuade him to ride on to San Juan, where there was an American force, and said if he stopped there that night he would be captured, as there was a large force of armed and mounted Californians on the Salinas plain. But finding his arguments of no avail, Bill rode off into the hills close by, and had not gone far when he saw a body of native California cavalry ride up to the house and make a prisoner of Larkin. They thought they had secured a great prize, but they used Larkin very well as he was acquainted with most of his captors.

Part of the American force arrived that night from San Juan, and a small party, including some Cherokee Indians, was sent out on the plains to watch the Californians, who immediately attacked them near the oaks. Word was sent to Captains Thompson and Burroughs at the Gomes house, where they both arrived, for help. Thompson was averse to an engagement, as the Californians might capture the spare horses he was taking to Fremont, a favorite mode of operation by them, they having played the same game with Micheltorano two years before. Leaving a strong guard to protect the spare horses, Thompson and Burroughs rode off to the assistance of their comrades, who were still fighting among the oaks.

The forces under Thompson and Burroughs were not composed of Americans but of different nationalities; some were good riflemen and good horsemen, but most of them were not. Many were sailors not long from the sea, and many of the horses were wild, making it rather a difficult matter for the riders to keep their seats in the saddles. They were better armed than the Californians.



Salinas Daily Journal, May 9, 1925

The Californians were good horsemen and well mounted. Some of them had guns, some lances and some had bayonets on the end of a long pole. There were brave men on both sides, but not disciplined, neither side having much advantage over the other in that respect.

When the contending forces met on the plain the Americans fired off their rifles, and then with yells, charged the Californians with their empty guns. Some had pistols and some had none. Captain Burroughs, and Foster were killed, and so was Bill, the cooper. James Cash and William McGlue, alias "Bill the Brewer" and others were wounded. The last I heard of "Bill the Cooper", he was on his back on the ground trying to ward off the lances with a ramrod of his gun. I never could learn correctly the names of the Californians who were killed and wounded.

There was not much to brag of on either side. It being pretty much of a free fight, everybody on his own hook. In one sense, it was a victory for the Americans, they having saved their band of horses, it being the object of the Californians to capture them and leave Fremont's men on foot.

After the fight, word was sent to Fremont by two of the Indians, who killed and scalped two of a party of Californians that pursued them. Fremont moved out of town at noon the next day (November 20) and reached the Salinas the same evening. As soon as Fremont's force left the town, the sale of liquor was prohibited, and the same evening it was seized by order of Captain Maddox. I put the date of the transaction down in a book at the, which gives me the date of the fight at Natividad.

I got acquainted with Captain Thompson and Foster at San Ysidro about two months before the fight, and with Burroughs previous to that in Monterey. Thompson was a devil-may-care sort of fellow, but very gentlemanly when not in liquor. "Billy-the-Cooper" --and I never knew his by any other name-- left the Indian, London Whaler, in Monterey a few months before the fight, the same vessel in which James Meadows of Carmel valley and "Red Bill", (William Anderson of Castroville) Left in Monterey in the year 1837. James Cash left an American whaler in Monterey in 1844, the same vessel that Henry Pitts came to California in. Cash recovered from his wound, but I have not heard of him for some years. William McGlue was drowned a few years ago at Santa Barbata.

Jack Swan

Salinas Daily Journal

May 9, 1925



#### HOW CITY GOT NAME EXPLAINED

There are two versions as to how Salinas got its name. The most generally accepted reported in "California Place Names," is that the origin of the name is found in the "Salinas" (salt marshes) near the river mouth which were commercially important in Spanish times. The word is included in the names of several land grants in Monterey county, the oldest of which was granted before 1795. The river itself had various names in Spanish times -- Santa Delfina, San Antonio, Rio de Monterey. When the legend arose in the 1820's that a mythical river, the Buena Ventura, coming from the Rocky mountains, entered the ocean somewhere south of San Francisco, the Salinas was at times confused with this river and bore its name (often with a San in front of it) long after the myth of the great river was exploded. Salinas river is mentioned in a letter by Larkin on March 6, 1846, and Rio San Buena Ventura or Rio Salinas is recorded by Fremont-Preuss in 1848. Both names were used until about 1860, except by those cartographers who could not decide one way or the other and left the important waterway without a name.

The other version advocated by a San Jose man in 1946 is that the name Salinas was named after Don Pedro Alphonso Giron, duke of Salinas, granted certain privileges by a Spanish king in 1727. This is the family name for which a town in Mexico was later named and presumably the early Spanish explorers of California had this in mind when they gave the same designation to the California area, according to this version.

✓ The San Jose man explained in advancing his theory that the confusion might be caused because of the English word "salina" which, according to the dictionary, means a salt marsh or pond, or a salt works.

The dukedom of Salinas ranks next to Granada as the theater of great historical events according to the San Jose man, and Salinas should be proud of its association with the great historical name.



## POKER GAME BROUGHT COUNTY SEAT TO SALINAS

The arrival of the Southern Pacific railroad in Salinas in 1872 touched off the real boom for the town and intensified the agitation to have the county seat moved from Monterey to Salinas.

The coming of the railroad brought many newcomers to the valley, who objected to the long inconvenient journey from the San Benito section to Monterey to transact county business. This spurred the campaign to change the seat of government.

It was a Hollister-Salinas "swap" which left Monterey on the outside, according to historians. Backed by the real estate agents who desired to advance both sales and values in the two towns the conspirators contrived to reach an agreement whereby they would combine their forces and all vote for the removal of the county seat from Monterey to Salinas. In exchange for this courtesy on the part of the Hollister people, the voting population of Salinas and vicinity would give its aid to the friends from over the mountain in the establishment of the proposed new county of San Benito.

Natividad, Santa Rita and Castroville had their bids in for the county seat if it was to be moved, but these claims were put to one side when the Hollister-Salinas combine appeared to be the most likely winner over Monterey.

As might be expected, there were large sums of money made available for both the defense and offense in the campaign to shift the county seat. Legend tells many stories of how the Salinas group "out-pokered" the Monterey supporters. Solomon Koffle, a Monterey resident in the early days, told how the coast town group was made the victim of a flank attack. It seems that the committee in charge of the defense funds had played poker with them, and when election day came and the committee was called upon for this very essential weapon, it could exhibit nothing but an empty buckskin bag. As Koffle put it, "the war chest was as flat as if an elephant had stepped on it."

Following the election, the courthouse group opened offices in a two-story frame building on Main street, located on the site of the A.L. Brown and Sons store.

The following year, in 1874, with Mr. C.S. Abbott, founder of the Abbott House, now the Cominos hotel, as assemblyman, the state legislature completed the division of Monterey county and San Benito was formed with Hollister as the seat of justice.

For lack of a safer place, the county funds were kept in a butter box in a store located on the present site of the Town House. In 1878, fire destroyed the courthouse, only a few of the tax records being saved.

At the general election Nov. 5, 1872 the question of moving the county seat from Monterey to Salinas was voted on and resulted in victory for Salinas. The board of supervisors ordered the change Nov. 19, 1872. On that date they executed a lease with Henry Myers and his wife for a two story building on Main street, 50 feet south of Alisal street. This courthouse burned June 7, 1877.

The board then made arrangements to rent Pacific hall, the upper story of a building on the southeast corner of Alisal and Main streets. Finally the board decided to accept the offer of block 5 of Riker and Jackson's map of Salinas for \$1 and build a courthouse and jail. They then issued bonds for \$60,000 to erect a new building. The courthouse was completed and officers all moved in by May 1, 1879.



### JEFFERY RECALLS FIRST BARBECUE FOR RODEO FANS

Barbecues are as much a part of the California Rodeo as any of its traditions. There have been public ones and private ones--Big Hat barbecues and grand gatherings, but probably the granddaddy of them all wins the blue ribbon as "most impromptu."

William (Bill) Jeffery, Salinas hotel man, and one of the two remaining directors from the show of half a century ago, recalls this big one held "either in 1912 or 1913." Then, as now, he was associated with the hotel and was busy, too, with pre-rodeo activities.

"One morning about 10 o'clock, the telephone rang. It was long distance, Southern Pacific railroad offices in San Francisco calling. An excursion bound for Salinas and loaded with 1,700 passengers had just pulled out for this city."

"They'll be hungry," Bill said the tipster prophesied, and Bill agreed.

At that time Salinas residents numbered about 3,000, and its restaurants and hotels far from adequate to feed so many visitors.

EVERYONE HELPED. Bill got busy, and so did about half of the merchants of the city.

"By 10:30 a.m. we had things on the way." Jeffery rattled off the names and places. It was held on the site of the old Central hotel, now the lot where the Fox-California theater stands.

John Bevins, contractor, built some hurry-up tables. Jack Rice, employed by Monterey county, and his crew of pick-and-shovelers dug pits in which to build fires. Jim Hughes tended to leveling, and through large labor camps having workmen, borrowed sufficient silverware and dishes.

Charles Melander, head of a large grocery store, set every clerk to work gathering foodstuffs from shelves. Frank Griffin and two butchers ("the only two we had to pay," said Jeffery) cut meat like mad until barbecue time.

650 SERVED. Salinas woodyards, always plentifully supplied, yielded the required oak logs, and it looked like everything would be ready by afternoon. But one item was overlooked--bread! Salinas just did not have enough on hand, so Watsonville bakeries were contacted and sent a bountiful supply on a train that was about to pull out.

Thus ended the first "Big Hat" rodeo barbecue, when at final count 650 persons ate one of the best impromptu meals ever prepared. The then rodeo President John Hebbbron, father of the late Elton B. Hebbbron, pronounced it a decided success.



Salinas Californian, February 28, 1966

### EXPANSION OF SALINAS IS STEADY

On Sept. 12, 1872, 112 of the 150 qualified voters signed a petition to incorporate as the City of Salinas. On March 4, 1874, the city became a chartered city and Isaac Julian Harvey its first mayor.

Fortunately, the growth of Salinas has been a steady expansion over the years which has allowed time for the proper planning of this growth. On Aug. 1, 1963, the Alisal was joined to the City of Salinas and the State of California officially estimated the population of Salinas at 50,000.

A special census of Monterey County, taken under provisions of the civil rights act, will be completed in March and give Salinas an official U. S. census count.

The official Salinas census figures since 1868 follow:

1868 .....	15		
1874 .....	700	1952 .....	18,319
1880 .....	1,865	1955 .....	21,133
1890 .....	2,339	1960 .....	28,957
1900 .....	3,034	1962 .....	31,200
1910 .....	3,736	1963 .....	50,000
1920 .....	4,308	1964 .....	51,700
1930 .....	10,263	1970 .....	58,896*
1940 .....	11,586	1980 .....	80,479*
1950 .....	13,917	1990 .....	108,777*

### COUNTY CENSUS

Official census figures for Monterey County follow:

1850 .....	1,872	1930 .....	53,709
1860 .....	4,739	1940 .....	73,932
1870 .....	9,876	1950 .....	130,409
1880 .....	11,302	1960 .....	198,361
1890 .....	18,637	11/1/1965 ....	234,809
1900 .....	19,380	1970 .....	248,831*
1910 .....	24,146	1980 .....	290,444*
1920 .....	27,980	1990 .....	355,660*

### Growth Projected

Monterey County population projects to 1990, based on statistics compiled by the U. S. Bureau of Census, Salinas Planning Department, and Pacific Planning and Research, show this comparison with past and present figures:

1950 .....	130,498
1955 .....	164,200
1960 .....	198,351
1965 .....	236,250
1970 .....	270,000
1980 .....	405,000
1990 .....	570,000

\* Figures added in 1992 from census data.



Outline of--  
Beginnings of Salinas  
and the  
American Hotel--1852-1874

By Robert B. Johnston

1. James Bryant Hill purchased 6,000 acres of Rancho Nacional and established a small community near the Salinas River and close to the stagecoach crossing to Monterey----- 1852
2. Ferry across the Salinas River at stage crossing authorized----- 1853
3. Salinas Post Office created. J. B. Hill named the first Postmaster. J. B. Hill was successful in raising fine crops of grain and vegetables, but failed financially and lost his large farm to mortgage holders----- 1854
4. Elias Howe purchased 80 acres of Rancho Sausal enclosed in big bend of Zanjón del Alisal (the slough) from Jacob P. Leese~~x~~ and built a house. (Postal and County records do not record his name as Postmaster, Wells Fargo Agent or Justice of the Peace as claimed, but he did play a local role in the campaign and Presidential election of 1856 in support of John C. Fremont, the first candidate for President of the new Republican Party.)----- 1856
5. Elias Howe sold his 80 acres and house to Alberto Trescony for \$810.00. This happened in 1857 after Howe had held his property for about 18 months rather than in 1865 as stated so often in County and City histories. Trescony improved the property and operated a small hotel, store and blacksmith shop. The place was known as the Half Way House or simply as Tresconys----- 1857
6. First child born in the Half Way House was daughter of Mr. and Mrs. Alberto Trescony, named Rosa A. Trescony----- 1859  
(Reports of the times show that sometime during the years of the Civil War Austin Smith became the local manager for Trescony who also owned the Washington Hotel in Monterey and another hotel in San Juan Bautista. Until 1864 various individuals held the position of Postmaster and the Post Office was located in the stores and small hotels they owned at the river community founded by J. B. Hill.)
7. Austin Smith, Manager of the Half Way House, accepted appointment as Postmaster of Salinas and the Post Office moved from the river to the Half Way House beside the slough. It has remained within a few blocks of this site until this day----- 1864
8. Austin Smith and Charles McFadden managed the General Merchandise Store, and between 1860 and 1865 Monterey County was hit by a series of great floods and droughts which brought an end to the pastoral era of the wild black Spanish cattle. Property values sunk to a low level and many owners lost their lands. However, a new day was about to dawn with the arrival in the Salinas Valley of such energetic leaders as Carlisle S. Abbott who helped to make the area famous for its grain and dairy farming----- 1865
9. Alberto Trescony advertises the "Half Way House for Sale"----- 1866
10. Alanson Riker, from Petaluma, Sonoma County, buys the 80 acres and Half Way House from Trescony----- 1867



## 2. Beginnings of Salinas

11. Alanson Riker named Postmaster of Salinas and with his partner Wood built a new store building stocked with "a large and varied assortment of goods"-----August 1867
12. Riker drilled an artesian well at Half Way House----- Spring 1868
13. Riker files Site Location Report for his Post Office and designates its local name as "Half Way House or at present Salinas City". This is probably the first official use of the name for the new town----- April 16, 1868
14. Riker & Wood enlarged the Half Way House to accommodate 100 guests----- Sept. 1868
15. 60 couples danced until 5:00 a.m. at Half Way House Christmas morning after Midnight Supper----- Dec. 1868
16. First official subdivision map of Salinas City filed ----- Nov. 1868
17. Riker & Wood advertised their new hotel as the "Americana--newly furnished with the Best Quality Spring Beds, stages daily, Wells Fargo Office & Post Office"-----March 1869
18. C. S. Abbott announced purchase of Riker & Wood hotel and plans to erect a new brick building. "American Hotel will be moved back, and serve as an appendage of the new hotel." Construction to start in June 1873. Cost \$20,000.00. (J. M. ~~Guinn~~ in his history of Monterey and San Benito Counties--1910--stated that the old hotel still stood in the rear of the new hotel.) ----- 1873 GUINN
19. An advertisement in the Monterey Democrat of February 28, 1874 announced the opening of Abbott's New Hotel for--"A Hotel Coach will convey passengers to and from the depot upon the arrival and departure of trains. A. W. Poole, Proprietor." Mar. 2, 1874.

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# The TIMES of the VALLEY

## A chronology of the second millennium in the Salinas Valley and environs

*Californian 31 Dec 1999*

By Jim Albanese

The Californian

**P**rehistory: What is now the Salinas Valley was a shallow inland sea rimmed by the San Lucia and Gabilan ranges.

**Pre-1534** Historians believe as many as 300,000 American Indians inhabited California before the arrival of the Europeans. The Coatanos occupied a large part of what is now Monterey County. The range of their domain stretched as far north as the Golden Gate. The Esselen tribe dwelt in a 25-mile stretch of land along the Big Sur coast, and the Salinans populated what is now southern Monterey County. The total number of native inhabitants has been calculated at no more than 7,500 at any one time.

**1534** Fortuño Zimenes, after leading a mutiny, continues a voyage of discovery that leads him to the shores of what was to become California. He becomes the first European to glimpse the area.

**1542** Juan Rodriguez Cabrillo explores along the California coast for two years.

**1579** In a voyage around the world to pique the Spaniards, Sir Francis Drake sails the Golden Hind to California. He lands near San Francisco and claims California for England, calling it 'New Albion.' Scholars still debate whether Drake landed at Carmel Bay.

**1602** Spain begins its first real steps to colonize California. Don Sebastian Viscaino visits various spots along the coast looking for a place to establish a port where Spanish ships plying the waters between the Philippines and Acapulco, Mexico, can stop for provisions and repairs. On Dec. 16, 1602, he finds a likely site and calls it Monterey.



**1763** Spain becomes preoccupied with its rivalry with England and puts California on the back burner for nearly 160 years. In 1763, the first of two expeditions back to California are launched.

**1769** The Portola expedition heads north from Mexico expressly to find the port of Monterey first described by Viscaino. They miss it and continue north across the Salinas and Pajaro rivers; all the way to San Francisco. They return south, pass right through Monterey again and miss it again.



**1770** Two exploration parties finally rediscover Monterey on June 3. Among the explorers is Father Junipero Serra.

**1771** Mission San Antonio is erected.

**1791** Soledad mission is founded on Oct. 9.

**1793** California land is distributed or granted by Spain to a handful of wealthy families.

**1794** Mission San Juan Bautista is founded.

**1811** Alexander Koskoff establishes a Russian presence in Northern California. Spanish authorities protest the squatter settlement but the Russians remain, building Fort Ross to discourage the Spanish from trying to retake the land.

**1813** The Spanish Cortez, or legislature, in attempting to stem the wealth and power of the church, places the missions in the hands of secular clergy. It repeats this decree in 1828, even as it struggles with Mexico over Mexico's independence.

**1823** English and American explorers and mountain men begin arriving in California.

**1833** Now free from Spanish rule, Mexico also decrees secularization of the missions, ordering 10 of them to become pueblos, or towns.

**1836** American mountain man and rabble rouser Isaac Graham opens a tavern north of Salinas at Natividad where he serves his own homemade whiskey. He enflames officials in Monterey by raising a toast to the defenders of the Alamo.

**1840** Graham and other foreigners are under suspicion for at-



See **TIMELINE**/Page 7A



## Californian

### TIMELINE

Continued from Page 1A

tempting to foment revolution against Mexican authorities. At this time, more and more settlers from the United States are arriving in California and Oregon.

**1842** United States Navy Commodore Thomas C. Jones gets his wires crossed in a big way. Thinking the United States and Mexico are at war, on Oct. 19, he sails into Monterey, captures the port without a shot and raises the Star-Spangled Banner. The act is quickly repudiated by U.S. envoys stationed in Monterey. The next day Jones lowers the American flag and raises and salutes with gunfire the flag of Mexico.

**1845** Gov. Pio Pico completes the secularization. Carmel and San Juan Bautista are converted into pueblos. Soledad and four others secularized missions are put up for sale.

**1846** Walter Colton establishes 'The Californian' newspaper in Monterey, California's first newspaper. It is published in English and Spanish.

**1846** An independence movement in Sonoma becomes the Bear Flag Revolt, declaring the California Republic, the motto that today graces the state's flag.

**1846** A scouting party headed by Capt. John C. Frémont comes face to face with Gen. Jose Castro's militia in the foothills of

the Gabilans. Castro had granted permission for Frémont to venture as far south as San Juan Bautista. But when Frémont's men began snooping beyond the Gabilan passes, Castro ordered his troops to arms. Frémont's men dug in on the mountain we know today as Frémont's Peak. Castro's men dug in below. A tense stare-down ensued until Frémont decided to leave.



**1846** Mexico and the United States go to war. The only major land engagement in Northern California was fought northeast of present-day Salinas near Natividad, not far from the standoff between Castro and Frémont earlier in the year. Lightly armed California troops tried to intercept a detachment of troops U.S. heading for Monterey from San Juan Bautista. Both small forces suffer casualties, but the horses are delivered.

**1848** John Marshall discovers gold at Sutter's Mill near Sacramento, igniting the Gold Rush of '49 and years thereafter.

**1850** California is admitted to the union as a free state as part of the Compromise of 1850. A provision mandating active enforcement of the fugitive slave law was part of the deal which, at the time, kept South Carolina from seceding from the Union. Ten years later, South Carolina did leave the Union, igniting the Civil War.

**1859** Elias Howe's wagon breaks down before reaching its destination, Natividad. Rather than fix the wagon, he built his 'Half-Way House' tavern on the spot... and Salinas was born.

**1862** Period of drought is brought to an end by devastating flooding.

**1871** The Salinas Index, grandparent of The Californian, is born.

**1873** The Southern Pacific Railroad extends its line to Salinas. The first train, pulled by the redoubtable locomotive the C.P. Huntington, runs off the track and falls on its side when the engineer becomes distracted by the welcoming ceremonies.

**1874** Salinas is incorporated and becomes the county seat of Monterey County.

**1875** Legendary outlaw Tiburcio Vasquez is convicted of murder and hanged in San Jose.

**1880** Oakland lumberman Charles King ignites the Salinas Valley wheat boom centered around the settlement that eventually would become a city and bear his name.

**1890** Period of national and local economic instability. The Burbank potato becomes the valley's top cash crop. Swiss-Italian and Danish immigrants make the dairy industry one of the area's top industries.

**1901** President William McKinley's train stops in Salinas, making him the first chief executive of the nation to visit the town.



**1902** John Steinbeck is born.

**1902** The first automobile arrives in Salinas.

**1906** The Great Earthquake causes

considerable damage in Salinas.

**1909** Salinas' first permanent public library opens at Main and San Luis streets.

**1909** The Chicago White Sox agree to play an exhibition baseball game against the town team, the Salinas Burbanks. But the White Sox bow out when Salinas merchants make it clear they're not going to close their stores on game day.

**1910** 'Rags' the town dog of Salinas is banished to Soledad by the City Council. He was rounded up one night with the 'wrong' crowd shortly after a dog had mauled a child. Rags was innocent but, being ownerless, was sent away.

**1911** As a gimmick to pump up attendance at the Salinas trotting horse races, a



Wild West show is presented between races. It's such a big hit that it replaces the races entirely and, in 1913 is, incorporated as the California Rodeo.

**1911** The balance of power shifts as California becomes the sixth state in the nation to extend to women the right to vote.

**1912** An elephant named Princess Alice gives birth to 'Little Salinas,' the first pachyderm bred and born in the United States. The Sells-Floto Circus was in Salinas when the blessed event happened. The little guy dies a few months later in Portland, Ore.



**1917** America goes to war, so does Salinas. Beans are the hot commodity. Because of their long shelf life, they help feed Allied armies.

**1918** Martin S. Hopps becomes the first Salinas man to die in a foreign war, killed in World War I. A long and solemn memorial service and parade is held in his honor. In all, seven Salinas men would perish.

**1918** Worldwide Spanish flu pandemic hits Salinas. City bans large public gatherings.

**1920** Salinas High School opens at its present site.

**1920** Salinas Junior College opens. In 1948, it would become Hartnell College.

**1922** Having solved the problem of cooling freight cars, the first big lettuce shipments leave the valley for destinations on the East Coast. By 1923, the Salinas Valley is the unquestioned Salad Bowl of the world.

**1928** American Legion Field north of Salinas becomes the city's first airport. Ten years later, it is sold. Proceeds from the sale help build what now is Salinas Municipal Airport at the southeast end of town.

**1929** The Great Depression begins. A.P. Giannini and his Bank of America help to stabilize the local economy and the area is not hit quite as hard as other parts of the country.

**1930** Refugees from the Dust Bowl begin to pour into California from Oklahoma, Arkansas and Texas, concentrating in the Imperial Valley, Bakersfield, Stockton and Salinas areas.

**1933** The new Monterey County Courthouse, with its sculpted heads designed by famed artist Jo Mora, is begun as a Works Progress Administration Project.

**1935** The mighty Navy airship Macon goes down off the Big Sur coast. One sailor was killed.

**1936** The Salinas Valley's first guayule



rubber plant opens.

**1936** The Great Lettuce Strike of '36. Even after 63 years, some bitterness remains.

**1939** John Steinbeck's 'Grapes of Wrath' about the 'Okie' migration to California is published.

**1941** As war looms, the 194th Tank Co. C, based in Salinas and composed of local men, is deployed to the Philippines.

**1942** Bataan falls, but only after intense resistance. The men of the 194th help blunt the Japanese offensive, allowing American and Filipino troops to escape to the island fortress of Corregidor, where the fight will continue until May. When the U.S. command is surrendered, the men of the 194th are taken prisoner. Of the 105 men in the outfit, only 47 will survive the war.

**1942** Because the military needs troops, there are not enough people to run newspapers. The Index and the Salinas Morning Democrat merge and become The Californian, named for the Monterey Californian, California's first newspaper, started by Walter Colton in 1846.

**1942** About 110,000 Japanese Americans are forced to relocate to internment camps. Japanese Americans at the time represented one of Salinas' largest minority populations. Italian Americans also are relocated away from the coast.

**1942** The bracero program brings Mexican workers to toil in Salinas Valley fields for the duration of the war, but the program continues for 21 years more.

**1943** Sen. Harry Truman comes to Salinas to inspect wartime guayule-growing operation. Guayule, one of creation's ugliest plants, yields rubber when harvested. The plants take so long to mature, however, and yield so little rubber, the crop is of little use to the war effort.

**1945** End of war brings the 47 Bataan survivors home. Demobilization and

the G.I. Bill spark a building boom in greater Salinas.

**1948** Salinas Junior College officially becomes Hartnell College.

**1948** Valley Center, reputed to be the first shopping center west of the Mississippi River, opens in Salinas.

**1949** The Californian moves to its new building at the corner of Church and Alisal streets. Before that, it had operated in a building on Monterey Street.

**1952** After two decades of decline, Monterey's sardine industry breathes its last. Cannery Row falls into disrepair.

**1952** Black gold, Texas tea... oil makes San Ardo south county's boomtown.

**1952** The Hartnell College football team ties Bacone, Okla., 20-20 in the Junior Rose Bowl in Pasadena, scoring the game-tying touchdown after time had expired.

**1953** Land is purchased for a shopping center in north Salinas. Sherwood Gardens takes root a year later.

**1953** The Hartnell football team goes 9-0 but receives no 'worthy' bowl bids. The Panthers become known as the 'Unbeaten, untied and uninvited' team.

**1954** The widespread use of vacuum cooling and refrigerated railroad cars dooms the packing shed industry and puts hundreds out of work. An intense local depression follows.

**1958** Nacimiento Dam opens. The site is in San Luis Obispo County, but the water belongs to Monterey County.

**1959** North Salinas High School opens, but conducts its classes at Salinas High School. Its campus wouldn't be finished until January of 1960.

**1960** The decade and those following see the coming of heavy industry to the Salinas Valley. Firestone becomes the valley's biggest employer. Other big players: Nestle's, Peter Paul, McCormick Schilling.

**1960** Soviet Premier Nikita Khrushchev's train stops in Salinas. Hundreds of people turn out to greet Comrade No. 1 who, reportedly, slept through the festivities.

**1962** Monte Mart, a virtual shopping center under one roof, opens in Alisal.

**1962** The Cuban Missile Crisis in October sets off a building boom of sorts. An attraction of some of the new houses built in north Salinas: fallout shelters.

**1963** The Alisal district votes to be annexed to Salinas and becomes east Salinas.

**1963** By a margin of 4-to-1, Salinas Valley voters approve a \$13 million bond to build San Antonio Dam.

**1963** In the worst accident of its kind, 28 field workers are killed outright and four die later when their labor bus is struck by a train south of Chualar.

**1964** Salinas City Hall, built in 1909, is razed. The structure's picturesque cupola defied the wrecker for two days before it surrendered. The site is now a parking lot on Salinas and Gabilan streets. The present City Hall Rotunda was built the same year.



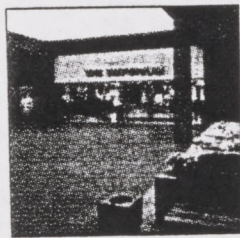
**1965** Alisal High School opens with freshman, sophomore and junior classes. Its first graduating class is the Class of '67.

**1967** The Monterey Pops Festival ushers in the 'Summer of Love,' and propels artists such as Janis Joplin and Ravi Shankar into the forefront of musical acclaim.

**1970** Fresh on the heels of its effort to organize grape workers in Delano, the United Farm Workers Organizing Committee begins to make inroads in the Salinas Valley. Labor unrest continues for another three years.

**1972** Northridge Mall opens.

**1973** Lt. Comdr. Everett Alvarez of Salinas is released by the North Vietnamese after more than eight years as a POW. Alvarez later is appointed by President Ronald Reagan to a Veterans Administration post. Subsequently,



Salinas' newest high school is named in his honor.

**1975** Gov. Jerry Brown sets up the Agriculture

Labor Relations Board in an effort to bring stability to the ag industry.

**1978** Proposition 13, limiting property tax, passes. Tax-supported government agencies predict a collapse of services. In Salinas, there is talk of closing libraries.

**1980** The decade is characterized by drought, prompting water rationing and restrictions on lawn watering and car washing.

**1987** Pope John Paul II visits Monterey County, celebrating Mass at Laguna Seca Raceway and visiting the mission at Carmel.

**1988** The first in a series of military base closures begins in California. The closures eventually will include Fort Ord. Before the end, though, units from Fort Ord will participate in Operation Just Cause in Panama and Operation Desert Shield/Storm.

**1988** By the thin margin of 103 votes,

Salinas voters say yes to district election of City Council members. The plan calls for Salinas to be divided into six districts. The outcome leads to the election of Salinas' first Mexican-American council member, Simon Salinas.

**1989** On Oct. 17, the Loma Prieta earthquake cuts a swath of damage in coastal California.



One life is lost in Monterey County. In Santa Cruz, five people are killed in the collapse of the Pacific Garden Mall. President George Bush tours the quake-ravaged area.

**1994** Proposition 187 is passed, denying medical and education benefits to illegal immigrants. It's an explosive issue in the Salinas Valley. By decade's end, however, court challenges have taken most of the teeth out of the measure.

**1994** Fort Ord closes its doors. Dire

predictions of economic collapse fail to materialize, thanks to an economic boom and good planning.

**1994** Taking some of the sting out of the closure of Fort Ord was the opening of California State University, Monterey Bay. The school graduated its first full four-year class in the spring of 1999.

**1995** One of the great floods of the century cuts the Monterey Peninsula off from the rest of the world. Roads are out. Pajaro suffers severe home and property damage.

**1996** President Bill Clinton gives Salinas a pat on the back for its efforts to half youth violence on a stop in the campaign tour. His visit left the city and county \$62,000 in the hole.

**1997** El Niño produces nearly two years of exceptionally wet winter weather, playing havoc with planting schedules and causing localized flooding.

**1998** President Clinton returns to Monterey County for the Oceans Conference.

**1998** December freeze decimates the state's citrus operations, including those in Monterey County.

December 31, 1999

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**1998** Anna Caballero becomes Salinas' first female and Latina mayor.

**1998** The National Steinbeck Center opens.

**1999** The agricultural commissioner's report for 1998 released in May of '99 shows



Monterey County crops pulled in a record \$2.3 billion, making it the third richest agricultural county in the state, behind only Fresno and Tulare counties. California's total ag output was down 3 percent.

**1999** A record year for building permits was notable for one structure that was razed and another that never was built. Venerable Municipal Stadium, built in 1948, succumbed to the wrecker's ball when studies found it would be cheaper to raze than repair. And the Mountain Valley development was pulled off the drawing board after a range of citizen protests.



## 1970-71 CHRONOLOGY

JULY

July 17 TEAMSTERS UNION GOES ON STRIKE.  
July 24 TEAMSTERS BACK ON JOB.  
July 27 RUMORS OF GROWER - TEAMSTER CONTRACT ON FIELD WORKERS.  
July 31 UFWOC MARCH TO SALINAS.

AUGUST

August 3 UFWOC STRIKE CALLED.  
August 7 CLOSED SHOP DECLARED BY TEAMSTERS.  
August 8 FRESHPICT AND PIC N PACT STRUCK BY UFWOC.  
August 13 ANNOUNCEMENT TEAMSTER - UFWOC PACT.  
August 17 FRESH PICT TALKS WITH UFWOC ANNOUNCED.  
August 21 ANNOUNCEMENT "GROWERS TO HONOR TEAMSTER CONTRACTS."  
August 24 UFWOC STRIKE 31 firms. FEDERAL MARKET NEWS SERVICE STATES "Only BudAntle, Interharvest and Sears of Watsonville working."  
August 25 JERRY COHEN, ATTORNEY FOR UFWOC, HOSPITALIZED.  
August 27 PACKING SHED WORKERS ON STRIKE IN SYMPATHY WITH UFWOC.  
August 28 INTERHARVEST TALKS WITH UFWOC ANNOUNCED.  
August 31 INTERHARVEST SIGNS WITH UFWOC.

SEPTEMBER

September 1 CITIZEN COMMITTEE PICKETS INTERHARVEST.  
September 4 FRESH PICT BEGINS TALKS WITH UFWOC.  
September 9 INTERHARVEST BEGINS OPERATIONS. D'ARRIGO AGREES TO TALK WITH UFWOC.  
September 15 PRELIMINARY BAN AGAINST UFWOC PICKETING AGAINST ANTLE AND MAPS. RAIL STRIKE HALTS ALL SHIPMENTS.  
September 17 NATIONAL BOYCOTT OF NON-UFWOC LETTUCE ANNOUNCED.  
September 23 UFWOC STRIKE RESUMED AGAINST FRESHPICT AND D'ARRIGO.



September 30 BROWN & HILL TOMATO SIGN.

OCTOBER

- October 5 NO PICKETS FROM UFWOC IN VALLEY. FIRST TIME SINCE AUGUST 24.
- October 9 FRESH PICT SIGNS WITH UFWOC. LEACH QUIT. JUDGE CAMBELL ENJOINS BOYCOTT OF ANTLE LETTUCE.
- October 26 ANNOUNCEMENT TOP LEVEL TEAMSTER - AFL-CIO AGREEMENT.

NOVEMBER

- November 17 UFWOC ORDERED TO POST 2.75 MILLION BOND IN ANTLE CASE.
- November 20 D'ARRIGO SIGNS WITH UFWOC.

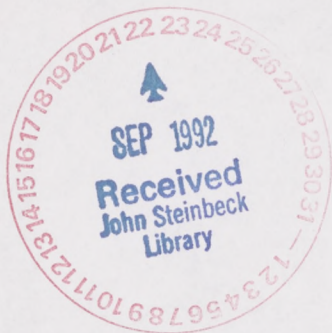
DECEMBER

- December 4 CHAVEZ JAILED ON CONTEMPT CHARGES.
- December 7 ETHEL KENNEDY VISITS CHAVEZ. DEMONSTRATION BY CITIZENS COMMITTEE.
- December 8 SUPPORT FOR CHAVEZ ANNOUNCED BY CRANSTON.
- December 19 CORETTA KING VISITS CHAVEZ.
- December 24 CHAVEZ RELEASED FROM JAIL BY STATE SUPREME COURT.

MARCH

- March 27 NEW UFWOC - TEAMSTER ACCORD ENDORSED BY PRESIDENT GEORGE MEANY OF AFL -CIO AND FITZSIMMONS, ACTING TEAMSTER UNION PRESIDENT.





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